

**CABINET MEETING – 14 MARCH 2024**

**EXECUTIVE SUMMARY SHEET – PART I**

**Title of Report:**

Delivery of Electric Vehicle Residential Community Charging Hubs

**Author(s):**

Executive Director of City Development

**Purpose of Report:**

To seek Cabinet approval to deliver Electric Vehicle Residential Community Charging Hubs, including the procurement and subsequent appointment of a single charge-point operator to supply, manage and operate the charge-points.

**Description of Decision:**

Cabinet is requested to:

- 1) Approve a programme of works to deliver Electric Vehicle Residential Community Charging Hubs in phases across the city as detailed in section 4 of the report;
- 2) Authorise the Executive Director of City Development, in consultation with the Dynamic City Portfolio Holder, to procure and subsequently appoint a single contractor to supply, manage and operate the charge-points;
- 3) Subject to confirmation of the funding, approve the inclusion of the additional funding for the Office for Zero Emission Vehicles funded On-Street Residential Charging Scheme and the resultant variation to the Capital Programme;
- 4) Authorise the Executive Director of City Development in consultation with the Dynamic City Portfolio Holder to procure a concession agreement with an operator in respect of the existing legacy charge points set out in paragraph 4.4; and
- 5) Authorise the Chief Executive, Executive Director of City Development and/or the Assistant Director of Law and Governance to execute all legal documents as required to give effect to the above.

**Is the decision consistent with the Budget/Policy Framework?      Yes**

**If not, Council approval is required to change the Budget/Policy Framework**

**Suggested reason(s) for Decision:**

The decision is required to:

- a) enable the Council to deliver electric vehicle charge-point infrastructure in the public highway and council managed car parks;
- b) procure a skilled and experienced contractor for the delivery of the scheme; and

c) comply with the Council's constitution which requires cabinet approval for all procurements with a value in excess of £0.5m. This proposed scheme will exceed this value.

**Alternative options to be considered and recommended to be rejected:**

The following options have been considered and are recommended to be rejected;

- 1) **Do nothing:** this would not support the Council's ambition to assist the uptake of electric vehicles as set out within the City Plan and Low Carbon Action Plan.
- 2) **Defer the works:** this could lead to significant delays and potential loss of grant funding secured by the Council.

**Impacts analysed;**

Equality  Privacy  Sustainability  Crime and Disorder

**Is the Decision consistent with the Council's co-operative values? Yes**

**Is this a "Key Decision" as defined in the Constitution? Yes**

**Is it included in the 28 day Notice of Decisions? Yes**

**DELIVERY OF ELECTRIC VEHICLE RESIDENTIAL COMMUNITY CHARGING HUBS**

**Report of Executive Director of City Development**

**1. Purpose of the Report**

- 1.1 To seek Cabinet approval to deliver Electric Vehicle Residential Community Charging Hubs, including the procurement and subsequent appointment of a single charge-point operator to supply, manage and operate the charge-points.

**2. Description of Decision (Recommendations)**

2.1 Cabinet is requested to:

- 1) Approve a programme of works to deliver Electric Vehicle Residential Community Charging Hubs in phases across the city as detailed in section 4 of the report;
- 2) Authorise the Executive Director of City Development, in consultation with the Dynamic City Portfolio Holder, to procure and subsequently appoint a single contractor to supply, manage and operate the charge-points;
- 3) Subject to confirmation of the funding, approve the inclusion of the additional funding for the Office for Zero Emission Vehicles funded On-Street Residential Charging Scheme and the resultant variation to the Capital Programme;
- 4) Authorise the Executive Director of City Development in consultation with the Dynamic City Portfolio Holder to procure a concession agreement with an operator in respect of the existing legacy charge points set out in paragraph 4.4; and
- 5) Authorise the Chief Executive, Executive Director of City Development and/or the Assistant Director of Law and Governance to execute all legal documents as required to give effect to the above.

**3. Introduction/Background**

- 3.1 In November 2023, a consultation with ward councillors was launched setting out proposals for Electric Vehicle Residential Community Charging Hubs to be installed citywide. These facilities located within short walking distance to homes are intended to provide safe and secure places for residents to charge their electric cars.
- 3.2 The consultation documents included locations identified in all wards with a focus on areas of the city where residents who either own or are wanting to purchase or lease an electric car do not have access to parking and charging at home. Supporting information on the Electric Vehicle Residential Community Charging Hubs for each area included an Electric Vehicle (EV) Roadmap which set out plans and ambitions linking in with our City Plan and Low Carbon Action Plan. The main consultation period expired on 15<sup>th</sup> December 2023, however, follow up drop-in sessions were held in January 2024. Based on responses received, ward members are supportive of the proposals with some also providing recommendations for additional locations for consideration.

- 3.3 A pilot scheme has been completed following a grant funding award of £69,300 from the On-Street Residential Charging Scheme (ORCS). This scheme delivered the installation of electric car charging points for use by residents where off-street parking is limited or unavailable. 10 charge-points were installed in five residential areas located at Aldenham Road, Harbour View, Market Street, Morgan Street and Ocean Road.
- 3.4 Grant funding from the pilot round of the Local Electric Vehicle Infrastructure (LEVI) fund has been awarded to the Council to deliver up to 219 residential EV charge-points with a total project value of £822,612. The first phase of the project has been delivered with 115 charge-point outlets installed within the Riverside Sunderland multi-storey car park. The position with the remaining delivery is set out below in paragraph 4.2.

#### **4. Current Position**

- 4.1 A programme of works is planned to deliver Electric Vehicle Residential Community Charging Hubs in phases across the city. The intention is to procure a single charge-point operator to supply, install, operate, and manage these charge-points as a citywide network. The total cost estimate for these capital works is £1,165,267.
- 4.2 The second phase of the LEVI funded scheme is yet to be delivered and includes for 46 charge-points at twenty locations on-street and in surface car parks. The estimated cost for the capital works for this phase is £515,700 based on 60% LEVI funding (£309,420) with 40% to be funded by the charge-point operator (£206,280). Programme delivery is required by 31<sup>st</sup> March 2025 with no requirement for any Council match funding.
- a) The proposed locations for delivery of Electric Vehicle Residential Community Charging Hubs funded by the second phase of LEVI funding include Barnes Street, Chester Road, Fountains Crescent, Lady Street, Outram Street, Booth Street, Kayll Road, College Burn Road, Gorse Road, Low Street, Albany Village Centre, Arklecrag, Highworth Drive, Sulgrave Road, Washington Village Lane, West Bridge Street, Rickleton Village Centre, Dykelands Road, Bamburgh Close and Thorndale Road.
- 4.3 A further bid has been submitted to a new round of the On-Street Residential Charging Scheme (ORCS) with an announcement expected in March 2024. The total cost of the capital works for this scheme is £399,567. This scheme includes for 28 charge-points at fifteen locations on-street and in surface car parks. This comprises 50% grant funding from the Office for Zero Emission Vehicles (OZEV) with 50% match required from the charge-point operator. Subject to confirmation of the funding, programme delivery is required by 31<sup>st</sup> March 2025 with no requirement for any Council match funding.
- a) The proposed locations for delivery of Electric Vehicle Residential Community Charging Hubs funded by OZEV funding include Allendale Road, Bexhill Road, Biddick Village Centre, Brackenway, Crossgill, Fell Road, Grindon Lane, High Street, Kenya Road, Rickleton Village Centre, Roselea, Selbourne Street, St Andrews, Viscount Road, and Albion Street.
- 4.4 A charge-point operator has offered to fully fund the replacement of existing legacy charge-points owned by the Council and sited across Sunderland (see paragraph 4.4

a) at no cost to the Council. Under this concession arrangement, the operator would take on responsibility for the electrical connection and metered supply arrangements and receive any revenues from operating the charge points. The total cost of the works to refurbish / replace the legacy charge points is estimated at £250,000 across the thirteen locations (on-street and in surface car parks) which will be fully funded directly by the charge-point operator. The ownership of the new charge-points would transfer to the operator and will be subject to a contractual agreement and revenue share arrangement with the Council.

- a) Existing public charge-point locations to be upgraded include Bunny Hill, Marine Walk, Boughton Street, Cowan Terrace, Nile Street, Sunnyside, Tatham Street, Silksworth complex, Tatham Street, Herrington Park, Hetton Centre, St Michaels and All Angels and Washington Arts Centre.

## 5. Reasons for the Decision

5.1 The decision is required to:

- a) enable the Council to deliver new electric vehicle charge-point infrastructure in the public highway and council managed car parks;
- b) procure a skilled and experienced contractor for the delivery of the scheme; and
- c) comply with the Council's constitutional requirements to obtain Cabinet approval for procurements with a value in excess of £0.5m. This proposed scheme will exceed this value.

## 6. Alternative Options

6.1 The following options have been considered and are recommended to be rejected:

- a) **Do nothing:** this would not support the Council's ambition to assist the uptake of electric vehicles as set out within the City Plan and Low Carbon Action Plan.
- b) **Defer the works:** this could lead to significant delays and potential loss of grant funding secured by the Council.

## 7. Impact Analysis

- (a) **Sustainability** - a sustainability review will be undertaken as part of the detailed design; the project will seek to utilise sustainable materials and processes where reasonably practicable.

## 8. Other Relevant Considerations / Consultations

### (i) Financial Implications

The costs outlined in this report will be fully funded by external grants with match funding provided by the charge-point operator:

- a. The LEVI (second phase) grant funding of £0.309m is included in the current approved Capital Programme as part of the On-Street Residential Charge-point Scheme.

- b. The OZEV grant funding of £0.200m, if successful, will be a Capital Programme variation with the match funding of £0.200m to be delivered directly by the charge-point operator.
- c. The replacement of existing legacy charge-points sited across Sunderland will be fully funded directly by the charge-point operator, thereby at no cost to the Council. These charge-points will be subject to a contractual agreement and revenue share arrangement between the operator and the Council.

In accordance with the Council's Financial Procedure Rules, the Cabinet may authorise variations to the Capital Programme provided such variations are within available resources and consistent with Council policy. It is proposed that Cabinet authorise the proposed variation.

- (ii) **Risk Analysis** – Contractual risk will be managed under an industry standard contract with amendments to accommodate the Council's requirements.
- (iii) **Employee Implications** – There are no employee implications resulting from this decision. The proposed contract will be managed using existing staff resources.
- (iv) **Legal Implications** – The Assistant Director of Law and Governance has been consulted in relation to the proposals and her comments have been incorporated in this report.
- (v) **Health & Safety Considerations** – The works are to be procured using contractors experienced in work of this nature. The Construction Design and Management (CDM) Regulations apply and the successful tenderer will be appointed as Principal Contractor under the regulations.
- (vi) **The Public / External Bodies** – Ward councillors have been consulted and resident consultation is planned next. Emergency services, bus operators and nearby residents and businesses will be informed of temporary traffic management necessary to carry out the works.
- (vii) **Compatibility with European Convention on Human Rights** – Not affected, no interference with Convention Rights.
- (viii) **Project Management Methodology** – The project will be managed as a scheme using existing staff resources.
- (ix) **Procurement** – The procurement process for the works will be carried out in accordance with the Council's Procurement Procedure Rules, and public procurement law. A Procurement Scoping Strategy report will be prepared by the Corporate Procurement team which will consider all routes to market.